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<b>COUNTRY</b>	Czechoslovakia	<b>REPORT</b>	
<b>SUBJECT</b>	Prerov Military Airfield	<b>DATE DISTR.</b>	17 January 1955
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USAF review completed.

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 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

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25 YEAR RE-REVIEW

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC						
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**CONFIDENTIAL****REPORT****COUNTRY** Czechoslovakia**DATE DISTR.** 30 Nov 1954**SUBJECT** Prerov Military Airfield**NO. OF PAGES** 10**DATE OF INFORMATION****REFERENCES:****PLACE ACQUIRED**

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**THIS IS UNEVALUATED INFORMATION**

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**Identification Data:**

1. Reference is made to page 6, an overlay [redacted]  
Scale 1:100,000, Hranice, [redacted]
1. Prerov (N 49-27, E 17-27). About 25,000 inhabitants, heavy machinery industry.
2. Double-track Railroad from Prerov to Olomouc.
3. Road. Gravel-packed surface, eight meters wide, ditches and fruit trees on sides.
4. Henclov (approximately N 49-17, E 17-27). Fifty to sixty houses.
5. Road leading to a large farm where about 30 soldiers [redacted]  
[redacted] worked in vegetable fields. Farm was connected with the airfield by telephone.
6. Prerov Airfield (N 49-26, E 17-25).
7. Road. Seven meters wide, cobblestone, fruit trees and ditches on sides. At the end of the road was a gate, guarded by one

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soldier, armed with rifle. About 50 m. south of the gate were casernes, two hangars, and garages which belonged to the airfield.

8. Part of road (point 7) was removed in 1952 or 1953 to make more room for expansion of heavy machinery plants.

9. Part of new road.

#### Site Layout:

2. Reference is made to page 7, a [ ] sketch of military airfield Prerov, on which [ ]

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1. Road. Not used, four meters wide, hard clay top, led from airfield east toward Prerov.

2. Road. (Same as points 8 and 9, paragraph 1.)

3. Road. (Same as point 7, paragraph 1.)

4. Garages. Corrugated sheet iron walls, 40 x 14 x 4 m., corrugated sheet iron shed type roof. Could house about 10 passenger cars. This building belonged to the airfield. Cars were painted with dark military green color [ ]

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5. Billets. Wooden, 50 x 10 x 5 m., tar paper low-pitched gable roof. Billets could accommodate about 70 airmen each.

6. Old Control Tower. Not used [ ] in July 1954. Five by five by five meters with glass tower on top. [ ]

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7. Hangar. Steel construction, about 100 x 30 x 10 m., iron low-pitched gable roof, built after World War II, steel sliding door along entire west side. Hangar was painted dark green. [ ] two Arado aircraft parked there.

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8. Billets. Wooden, 100 x 10 x 4 m., tar paper low-pitched gable roof, built after World War II. Airmen and some officers lived there. [ ]

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9. Billets. Similar construction and purpose as point 8.

10. Hangar. Same construction and dimensions as point 7.

11. Taxi way. Concrete, 20 m. wide, artificial drainage along both sides. Every 30 m., on both sides of the taxi way, circular yellow lights (20 cm. in diameter) were imbedded in the ground. Vehicles could drive over them without causing damage. [ ]

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12. Airfield's surface, surrounded by runway and taxi-way, grassy, quite level, well kept. [ ]

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13. Road. Led from road (point 2) to hangar (point 17). Two meters wide, clay top, poor condition.

14. Road. (Same as point 5, paragraph 1.)

15. Gate. Guarded 24 hours by military guard armed with rifle. Guarded since 1953.

16. Farm "Vymyslov". (See point 5, paragraph 1.)

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17. Hangar for SVAZARM (Union for Cooperation with the Army).

Hangar was wooden, 60 x 14 x 4 m., tar paper shed type roof. In June 1954, there were the following gliders: two single-seat "Sohaj" or LG-125, one "Sohaj" or LG-25, two two-seated "Kmotr", two one-seated "Gruno Baby" (trainer), one "Krajanek", and one "Honza" (not in operation). Small repairs were done in this hangar, large repairs had to be done at Brno-Medlanky airfield because the SVAZARM at Prerov airfield did not have well-qualified repair mechanics. SVAZARM had about 40 members; however, only eight of them were active as instructors who trained about 20 people at a time.

18. POL Station with three or four underground jet fuel tanks, 8-10 m. long and four meters in diameter. these tanks in 1951 were newly laid into the ground.

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19. Runway. Concrete slabs, 5 x 5 m.; 2,000 m. long.

Runway was built in 1949. At each end of the runway was a 200 m. long, 60 m. wide extension.

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with packed clay surface. This extension was built to permit aircraft to complete their landing roll on concrete. observed pilots using this extension to complete their landing roll. Same type of stationery lights as along taxi way (point 11). Same type of artificial drainage along sides of runway as along taxi way (point 11).

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20. Control tower. Built about 1950. (See page 8 of this report.)

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21. Alert position (zabespecovaci pohotovostni letecka sluzba). Two MIG-15's were parked there (or at point 22) for alert service every day from early morning until dusk. At night the aircraft were parked in hangars (point 23 or 24). Direction of wind determined place of parking (either point 21 or 22).

22. Alert position. (Same as point 21.) The aircraft had about four guns each, one above the air intake and three directly beneath it. guns 60 calibre. While the aircraft were parked on these hardstands, two mobile repair workshops and two Tatra trucks serviced them. About 40 people were assigned for details with the workshops and the trucks. The hardstands were guarded by six military guards, armed with sub-machine guns. one large electro-motor unit pulled by a truck. this unit was probably used for starting the aircraft.

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23. Hangar located in the forest.

Unauthorized persons were prohibited from approaching the hangar. Hangar appeared to source (from an altitude of 450 m.) to be about 200 m. long, 50 m. wide, iron shed type roof.

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24. Hangar. (Same as point 23.) saw several smaller buildings around the two hangars.

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25. Road. Concrete, four meters wide, led from the forest south to a main road leading to Bochor-Vlkos.

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26. Ammunition storage. [redacted] There were three round reinforced concrete constructions protruding about two meters above the ground. (See page 9 of this report.) Airmen referred to it as "Vrchlik". [redacted] 25X1
27. Billets. Wooden, 40 x 10 x 5 m., tar paper low-pitched gable roof. 25X1
28. Billets. (Same construction and dimensions as point 27.)
29. Guard Post.
30. Road. Gravel-packed, not used, four to five meters wide.

Airfield Information:

3. The airfield was about four kilometers southwest of the city center of Prerov. Alternate names for the airfield were: Henolov, Bochor, and glider pilots referred to it as Vymyslov. The airfield was built on level terrain and was bordered by a deciduous forest on the southern edge. There were no high chimneys or hills in the vicinity of the airfield. Telephone lines were laid uncovered on the ground. The airfield measured about 1,800 m. north to south and 3,000 m. east to west. Its shape was approximately triangular. [redacted] 25X1
- [redacted] In summer 1953 [redacted] observed construction of a circular concrete stand (eight meters in diameter) next to the control tower (point 20, paragraph 2). In July 1954 [redacted] saw a steel construction on the circular stand with a rotating object on top. 25X1
- [redacted] In the SVAZARN it was a common rumor that it was a radar installation. [redacted] saw it rotate twice in July 1954. (Refer to page 10 of this report, a sketch of the radar installation.) [redacted] 25X1
4. [redacted] 25X1
- [redacted] Aircraft capacity in September 1953 was about 12 two-place MIG-15's, 17 single-seat MIG-15's, [redacted] two Storches, and four Arados. [redacted] 25X1
- [redacted] aviation fuel was transferred from Prerov railroad station by fuel trucks to the airfield. 25X1
5. When the alert aircraft (from the alert positions, points 21 and 22, paragraph 2) were ready to take off, the control tower (point 20, paragraph 2) fired a pinkish-red rocket flare as a sign to clear the runway. All air-borne gliders had to land and clear the air within 50 seconds. After 50 seconds another red rocket flare was fired which was the signal for the alert aircraft to take off. When a green rocket flare was fired it meant previous activity could continue.

Training:

6. In September 1953 [redacted] observed about 25 Air Force officers and seven pilot students in the advanced pilot school. These pilot students wore regular Czechoslovak Air Force uniforms, gold-trimmed shoulder boards with a golden "V" insignia. Above the "V", students wore stripes designating their respective ranks. [redacted] 25X1
7. [redacted] the advanced pilot school was started in May 1952. In fall 1951 several pilots tested the runway suitability with two YAK-15 aircraft. In September 1953 [redacted] 25X1

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seven pilot students in the school [ ] had completed elementary pilot training in Piestany (N 48-36, [ ])

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[ ] at the beginning of their course they would train with Arado and two-seat MIG-15's. After about two months training with these aircraft, student pilots would train in single-seat MIG-15's for the rest of the course [ ] doing loops and spins. Toward the end of the course student pilots would fly a left-hand pattern with gear always down and locked. Rumor had it that students had had too many accidents while closing the landing gears during the left-hand circuits. Flying was done only during favorable weather. Upon completion of the course, students graduated as second, lieutenants, first lieutenants, or captains. Rank was given according to the ability of the pilot.

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#### Construction Personnel:

8. [ ] a group of airmen with blue uniforms and black shoulder boards without trimming, called PTP (Pomoocny technicky prapor - Auxiliary Technical Battalion), were former members of the clergy (priests and ministers) and university students. They were dismissed from their professions because of anti-Communist activities or feelings. Gypsies and low-calibre people were also in this PTP. These airmen were referred to as "cerni" (black boys). These people had to serve indefinitely. [ ] there were about 300 of these PTP men. No weapons were issued to them and they were not required to perform military exercises. The PTP men were forced to work 10 - 12 hours daily on various airfield constructions, loading and unloading coal and building material within and outside the airfield. These PTP men were, in some way, attached to the construction firm Moravostav.

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[ ] a large number of them had already served four, five, and seven years.

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#### Security:

9. All airfield personnel were required to carry identification cards and had to present them to the guards at every entrance when leaving or entering the airfield. In the forest bordering the airfield (see sketch, page 7) were several narrow roads and paths which personnel were forbidden to use. They were guarded 24 hours and anyone seen there was fired upon without warning.

#### Comment:

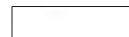
1. [ ] this "gun" is most probably the gun-camera installation.

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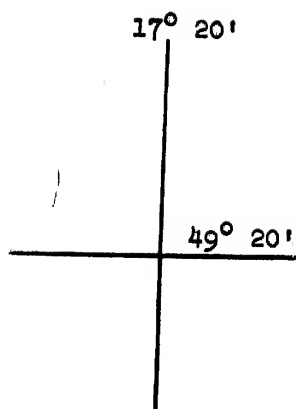
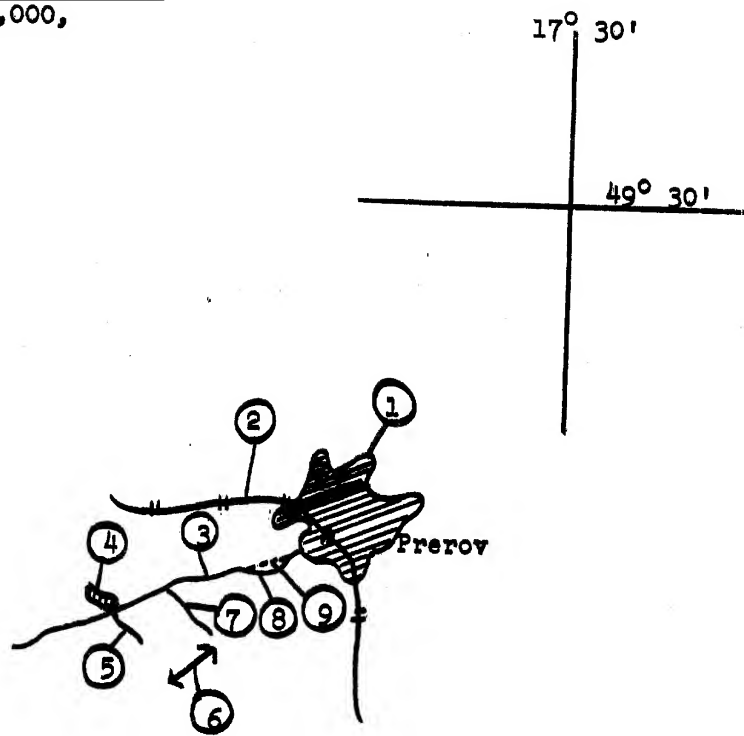


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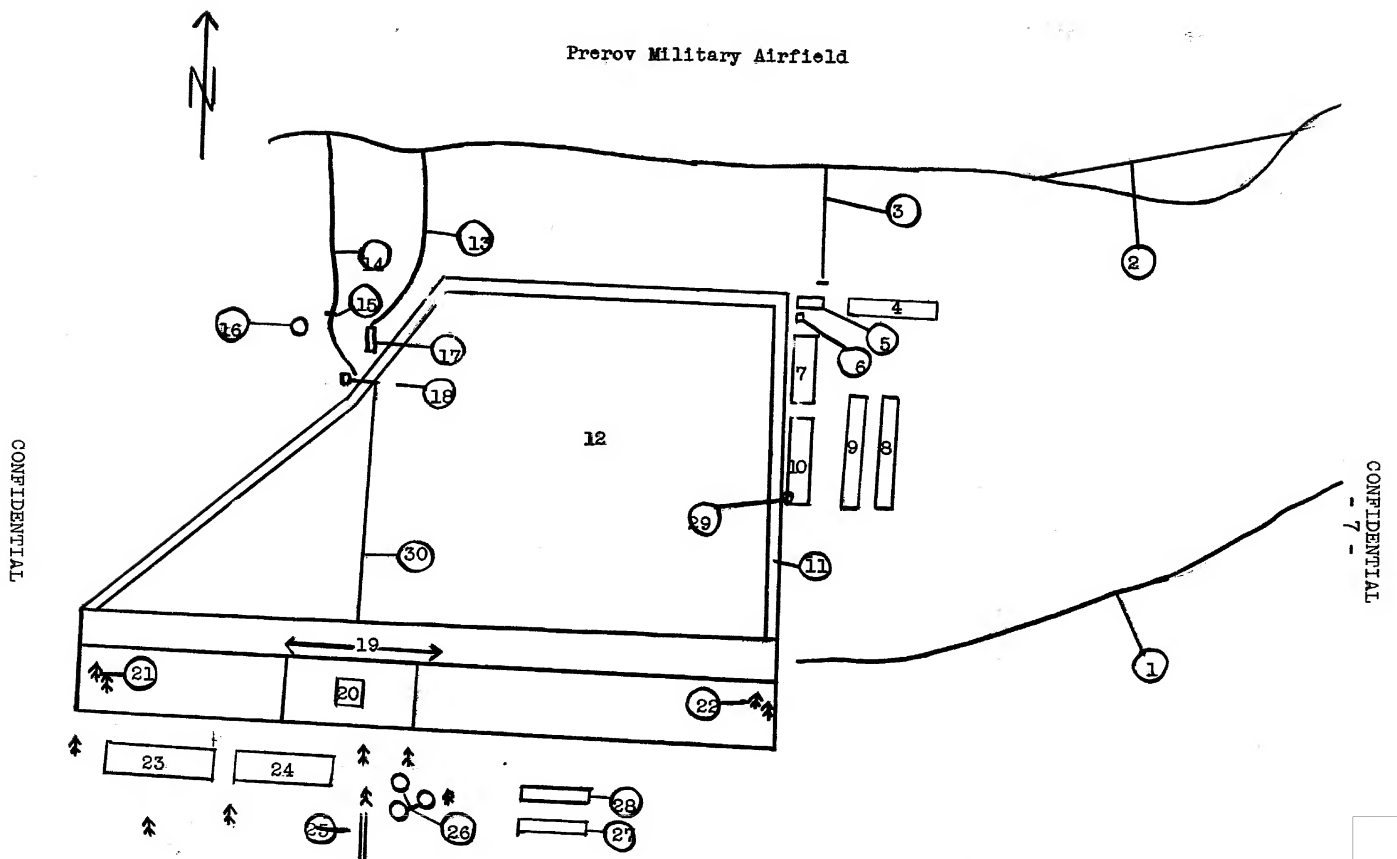


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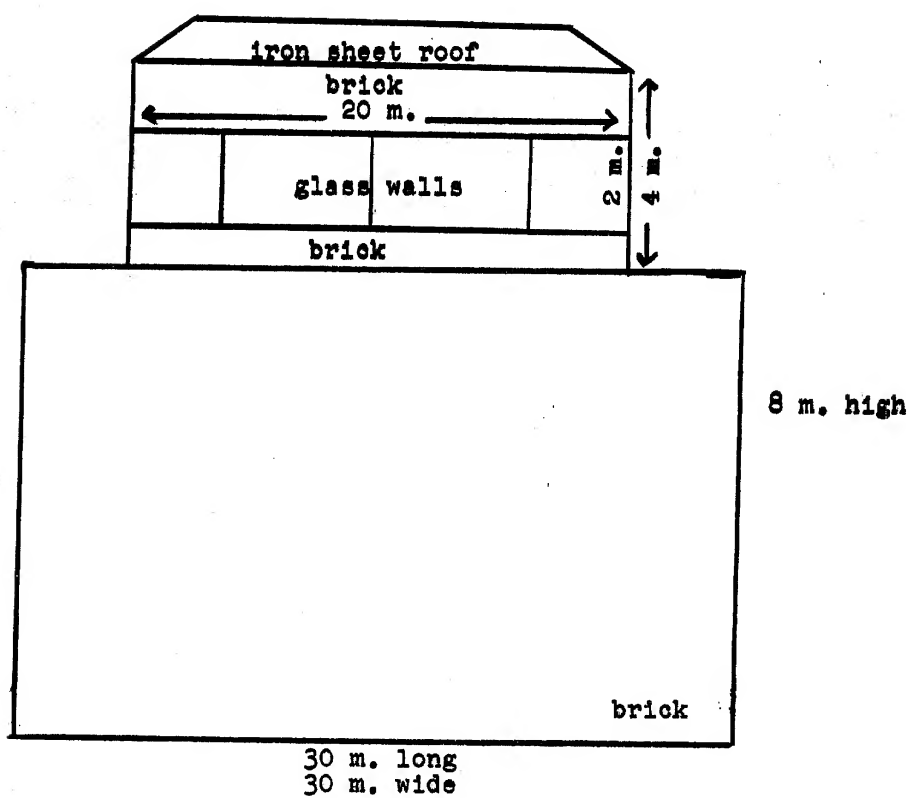




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Control Tower at Prerov Airfield

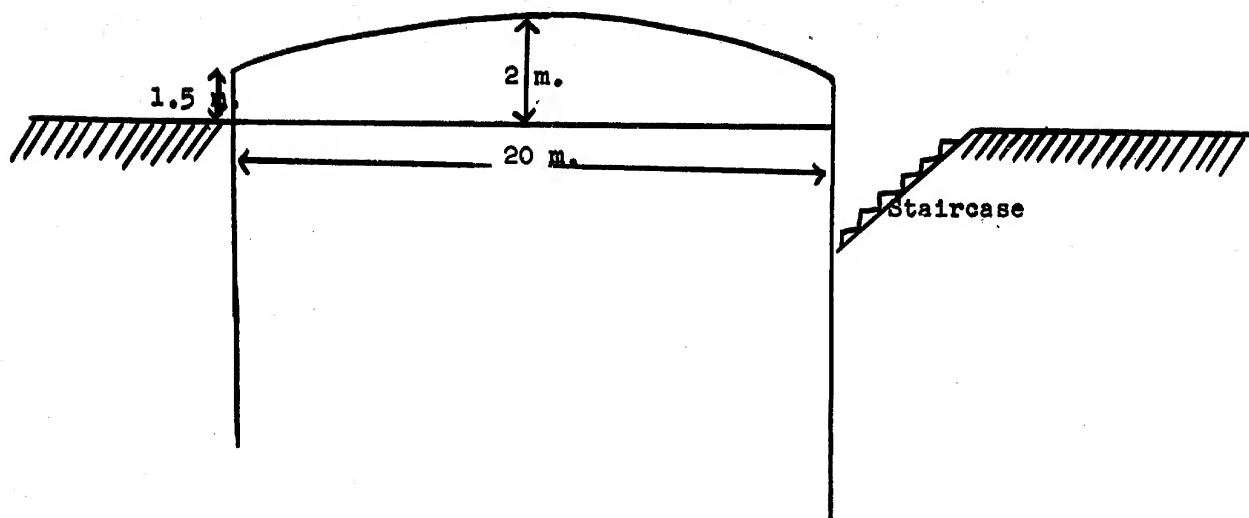


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Underground Ammo Storage at Prerov Airfield

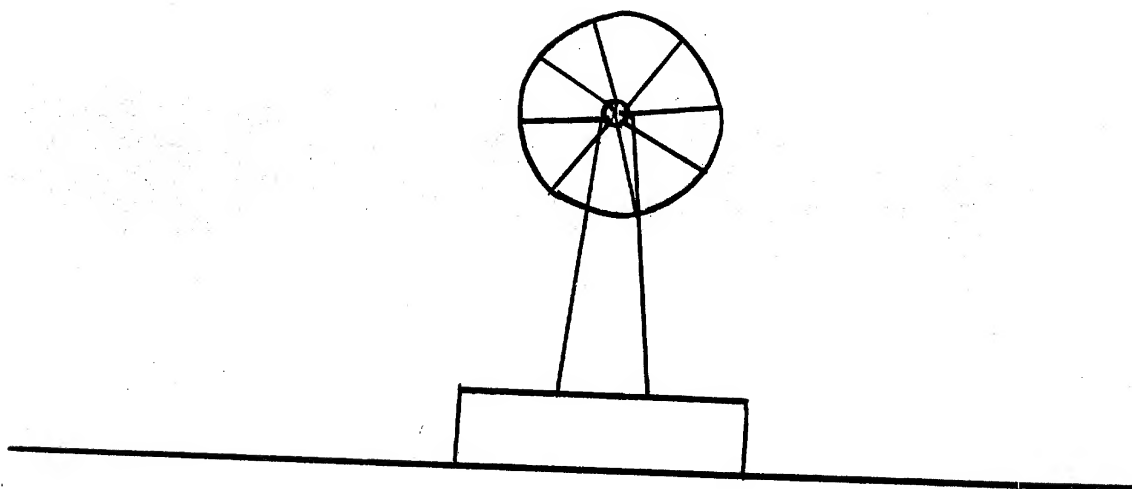


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Radar at Prerov Airfield



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